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PAPERS READ
BEFORE THE
ROYAL GEOGRAPHICAL SOCIETY.

I. — *Notes on the Yang-tsze-Kiang, from Han-kow to Ping-shan.*
By Lieut.-Col. HENRY ANDREW SAREL, F.R.G.S., 17th Lancers.

Read, November 11, 1861.

AN expedition, consisting of the undermentioned officers, left Shang-hae on the 11th February, 1861. They were allowed by Admiral Sir James Hope to accompany the naval expedition under his command as far as Yo-chow, from which place they proceeded in native boats. The original intention was to penetrate through the province of Sz'chuan to Lassa, and thence to cross the Himalaya Mountains to the plains of India. As will be seen, the unsettled state of the country in the West prevented the carrying out of this plan.

The party was composed as follows :—Lieut.-Col. Sarel, 17th Lancers, F.R.G.S.; Capt. Blakiston, R.A., F.R.G.S.; Dr. Barton, F.R.G.S.; Rev. S. Schereschewsky, American Mission; interpreter; four Sikhs of the 11th Punjab Infantry; and four Chinese attendants.

The notes commence from the time of leaving Han-kow, the river below that port having been surveyed and reported on.

From Yo-chow to Ping-shan the river has been carefully surveyed by Capt. Blakiston.

Specimens of mineralogy, ferns, and insects have been collected and forwarded to England.

The country above Han-kow is flat, large tracts on both banks being flooded in March; but a low range of hills crosses the river shortly above the junction of the Han with the Yang-tsze. About 10 miles above Han-kow, on the left bank, are some low grassy hills, admirably suited for the encampment of a large body of troops: the situation is dry and airy, with the river close at hand and a creek running into the country. Ten miles higher up, two hills, called Ta-kin-shan or the Great, and Sian-kin-shan or the Little, Golden Hill, are passed on the left bank, the little hill being the larger; near these are hills on both banks, after which the country near the river again becomes flat, though low ranges are visible at

CHINA,
THE
YANG-TSZE KIANG,
FROM

HAN-KOW TO PING-SHAN;
Reduced from the large Chart, (of which this is the Index.)
from the Survey of

CAPT^N T. BLAKISTON, R.A.

by
John Arrowsmith.

Note.—The River below the Tung-ting Lake
is from Commander Wards Survey.

Ching-tu
Cap^t of 52. shuan

The Sections along the River, (1 to 7), refer to the large Chart, 6 times the Scale of this, — They are
printed on Two Sheets, each 27 by 23 Inches. — The Sections joined together, would measure abt 14 ft in length.

S

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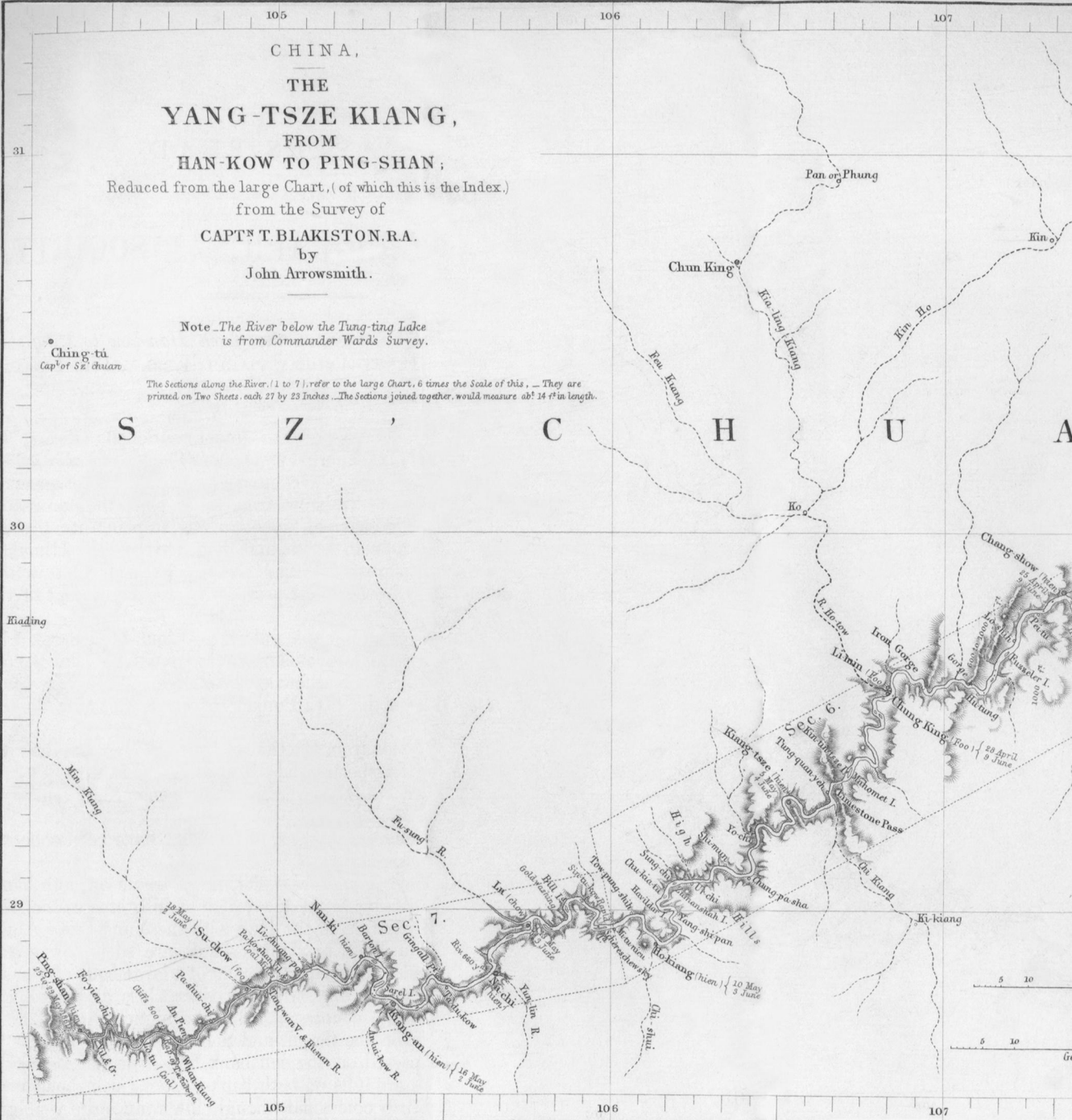
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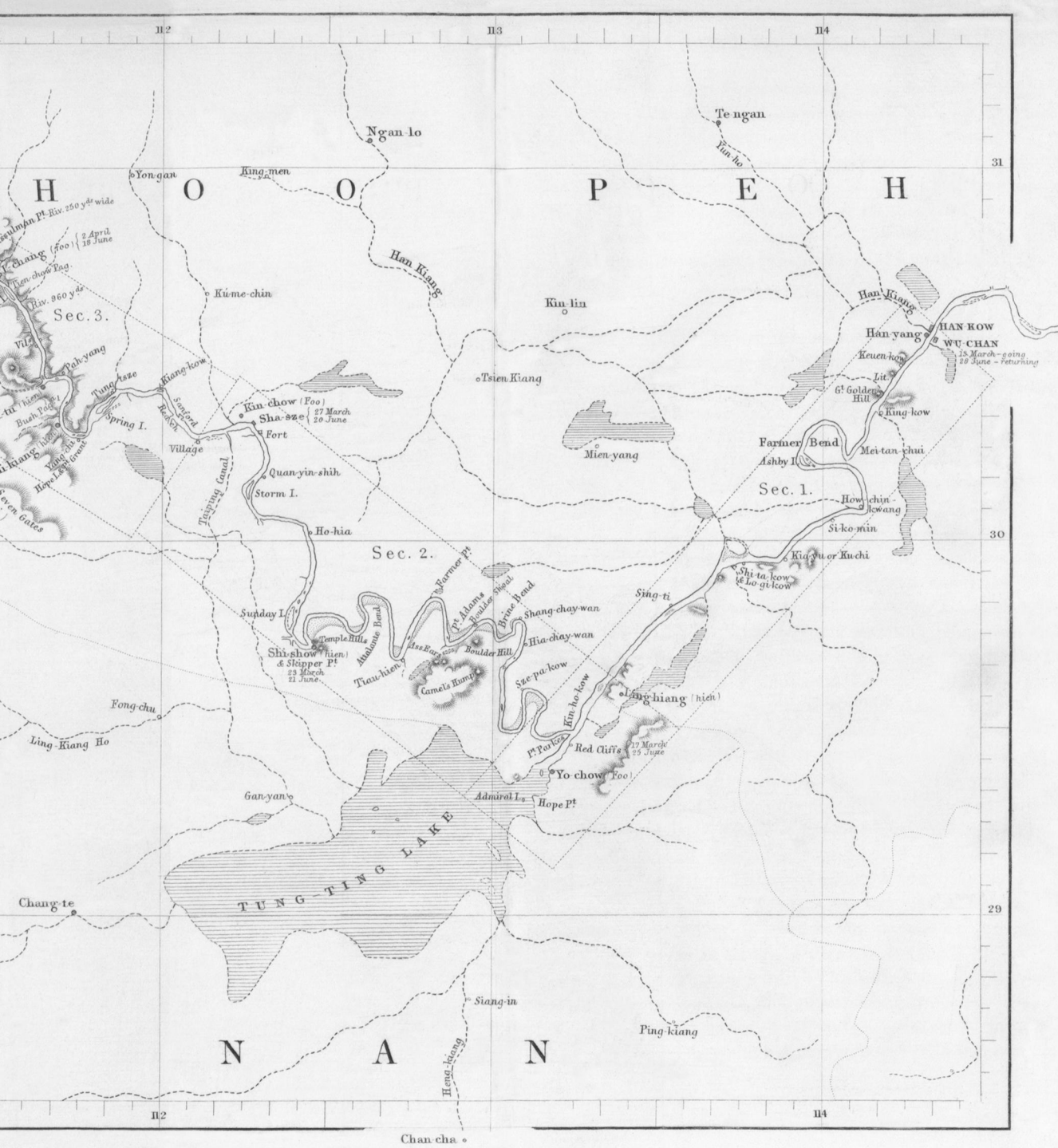
105

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some distance inland. The river here averages a mile in width. Numbers of trading junks were seen on their way between Hu-nan and Han-kow *via* the Tung-ting lake. Most of the boats come from Hiang-tang and Sun-chu (fu) in Hu-nan, and some few from Chung-king in Sz'chuan. Some boats, roughly constructed (their top sides being of deal planks, unplanned and unvarnished, furnished with matting sails), bring coals from Pow-king (fu), a town in the interior of Hu-nan. When these boats reach Han-kow, after discharging their cargo, they are broken up and sold for the wood.

Numerous timber-rafts are also brought down the lake to the Yang-tsze: they are made in divisions, with huts built on them for their conductors, as in Russia. A division can be sold at any place without interfering with the rest of the raft, and the rafts being connected, like a train of boats, can turn the sharp bends of the small rivers they have to descend to the lake.

Lo-je-kow.—At the village of Lo-je-kow the rebels had left their traces; a small temple and some of the buildings were in ruins. These fanatical savages destroy everything they come across, their only idea being utterly to obliterate all traces of the Tartar government and to begin *de novo*. A few years will leave them nothing to govern even if they succeed in destroying the Tartar dynasty, which I much doubt: already many of them are said to be heartily tired of rebellion, and would doubtless return to their allegiance if they thought they could do so with safety to themselves; but rebels can expect no mercy from a Chinese government, nor have their actions been such as to entitle them to it.

King-kow and Sing-ti.—Between Han-kow and the entrance to the Tung-ting lake, only two places deserving the names of towns are passed; the first being King-kow on the right, and the second, Sing-ti, on the left bank. At the latter there is some trade and a custom-house, where all the junks coming down the river pay toll.

Some miles before reaching the entrance to the lake, the river narrows to about half-a-mile between two bluffs of red sandstone. Soon after passing them, a large rock, more than 5 feet above water in March, shows in midstream. This is covered when the river rises, and would be dangerous, until sufficiently under water, for ships to pass over it.

The river between Han-kow and Yo-chow is straight for the first and last parts of its course: part in the middle makes a loop 28 miles round, the neck being only about a mile across. A canal cut here would be a great assistance to the navigation; the ground being perfectly flat and only a few feet above the river, there would be no difficulty in making one, and the current of the river would be sufficient to keep it clear. In June we passed through a narrow cut made by the river, finding from 4 to 10 feet of water, with a strong current across this neck. The reach below the lake entrance

is long and straight, running about north-east and south-west on the way from the river to Yo-chow at the outlet of the lake. A great number of sheep and goats with a few ponies were seen grazing on a low grassy flat covered in floods: these were the only sheep seen on the river for a distance of nearly 1800 miles.

From Han-kow, Sir James Hope had taken a junk in tow for our expedition, the *Coromandel* and *Bouncer* being the only ships brought on farther than that town; from Yo-chow the ships returned, and we proceeded alone.

17th March, 1861.—On preparing to start we were informed that a canal, called the “Tai-ping” canal, connecting the Tung-ting lake with the Yang-tsze, would shorten our route by five days. We determined, however, on keeping to the river, in order to obtain all possible information about it.

Kin-ho-köw.—The river flowing from the Tung-ting lake to the Yang-tsze-Kiang is called “Kin-ho-köw,” or the Mouth of the Golden River, by which name the Yang-tsze was formerly known below this junction, and is so now higher up. Its position at the junction is, by naval dead reckoning from Han-kow, lat. $29^{\circ} 27' 2''$ N., long. $112^{\circ} 50' 05''$ E.

Yo-chow.—Yo-chow, standing at the entrance to the lake, is in the direct road of the trading boats coming from the province of Hu-nan. There does not appear to be much business done, almost all the trade being at Han-kow. The country towards the north-west is flat, being, in March only, a few feet above the water, and covered when the river is in flood: the town is in a dilapidated condition; it stands on high sand cliffs well above the water.

A short distance above the junction the banks are often 18 or 20 feet high in the bends of the river. Opposite these banks are generally extensive flats of sand running far out into the stream: deep water is always found near the steep banks.

The course of the river for some distance above the lake is very tortuous, a whole day's travelling frequently not taking the junk more than 5 or 6 miles in a direct line from the last anchorage.

The country as far as could be seen from the river is a flat, growing wheat, beans, and carrots. In some extensive swamps on the banks osiers were growing. About 30 miles above the lake it becomes undulating, ranges of hills appearing in the west. On the left bank a high and broad embankment protects the low country from the river floods. Before reaching Shi-show, a small walled town on the right bank, the river runs near some hills, varying from 700 to 1500 feet in height. Three of these hills are excellent marks: one we named the “Camel's Hump,” another the “Ass's Ears,” and the third “Boulder Hill,” from a large round mass of rock standing by itself on the side of a hill: all these marks are

visible at a great distance. Higher up the river, close to the town of Shi-show, two hills, called the Little and Great Temple hills, are distinguishable by the white buildings on them for many miles.

Shi-show.—At Shi-show, low hills of a hard red stone run down to the water's edge. From the top of the "Little Temple" hill, close to the river, a good view is obtained of the town and country to the south-east, and of a lake near the town, in which are small islands with houses and gardens. The town is surrounded by a weak-looking wall, and is protected on two sides by the river and lake: the others are commanded by low hills near the walls. Within the town are gardens extending over nearly half the space enclosed by the walls, and this is the case with every town on the Upper Yang-tsze. Nearly all are built at the foot of a slope, the extent of ground enclosed having reference to what a town may one day become, rather than to the available number of inhabitants to defend such a length of wall.

Hohia.—At Hohia, a large village on the left bank, the river makes a sharp bend, and narrows from an average width of 1000 yards to about 700. Through the narrows the stream rushes with great force against the left bank, which, when we saw it, had been deeply cut into. A fine wall of very hard limestone was in course of construction to protect the embankment. In crossing the narrows the lead gave close to the village 14 fathoms, in midstream 16, and $8\frac{1}{2}$ at 20 yards from the right bank. Above the village the embankment recedes from the river until, at the distance of 9 or 10 miles up, it is fully a mile from it. The land between this and the river is about 15 feet higher than on its landward side. It appears to have been built at a time when the river ran in a different bed from its present one. As the river has retired from the embankment to its present channel, the intervening flat has become gradually raised by a succession of deposits of mud brought down by the annual floods, while the country beyond has remained at its original level. A road is carried along the top of the embankment, which is about 25 yards wide.

The carriage of this part of the country is a light cart, generally with two, sometimes with four, solid wheels: buffaloes are used for draught, and small ponies for the saddle. The large-wheeled barrow, the same as that used in the north and in other parts of China, is also found here.

Shahsz', or *Sha-sze*.—About 170 miles above the junction of the Tung-ting lake with the Yang-tsze, is the town of Shahsz'. It is the first place of any importance above Yo-chow, being the port of Kin-chow (fu), a large city a mile inland. Shahsz' is built on the embankment on the river's left, along which it runs for about 2 miles, or rather more. On the whole of its river-face and in

every creek junks, some of a large size, were moored as closely as they could be stowed. A mandarin gave the population as 600,000, but probably more than doubled it. A Chinese will give any answer to avoid the trouble of thinking, and information picked up casually cannot be relied on.

Many West-country boats come down the river as far as Shahsz', bringing sugar, pepper, salt, opium, tobacco, and hemp; taking back cotton and some of the goods imported from Canton, and brought thus far by the Tung-ting lake and the Tai-ping canal, which joins the river 6 or 7 miles above, and to which, when the river is high, there is a short cut opposite Shahsz'.

Kin-chow (fu).—Kin-chow (fu) was said, by the above-mentioned mandarin, to contain 10,000 Tartars, and too many Chinese to be counted: travellers by land reach it in five days from Han-kow. Two thousand men from the Tartar garrison were said to have been sent to Hwang-chow, a town below Han-kow, which the rebels were reported to have taken.

Between Yo-chow and Shahsz' the soundings in the channel were never under 4 fathoms, and varied from that depth to 17, near the banks being seldom under 3. A continuous line of soundings could never be procured, our course being along shore, so that we were only able to get a cast in crossing from side to side.

Tai-ping Canal.—Six or seven miles above Shahsz', the canal before mentioned as connecting the lake and river is passed: it is called "Hu-du-kow" or "Tai-ping," more commonly the latter. Boats come from Yo-chow to the Yang-tsze by it in five days, but make no use of it on the downward voyage, there being little or no stream in it. In fair weather boats go from Shahsz' to the entrance to the lake near Yo-chow in a little over three days. The Tai-ping canal at its junction with the river is about 100 yards broad.

Kiang-kow.—To the west from Kin-chow is Kiang-kow, a town on the left bank, where the country becomes undulating and the river-banks shingly. Just below this town a large fleet of upwards of 200 junks was met, conveying soldiers down to oppose the rebels.

Yang-chi.—Limestone is quarried and burnt and red bricks and tiles made near the village of Yang-chi. From this point the country totally changes its character; from an almost dead level it becomes undulating, hilly, and very shortly mountainous. To the south-west and north-west of the town of Chi-kiang is a range of high mountains, called "Shih-urh-pei" or the Hills of Seven Gates. Peach-trees were in blossom on the side of those nearest the river, while the ground between them and the water was green with wheat and willows. In the distance they appeared well wooded; but there was probably nothing but underwood, no

timber having been seen brought down to the river since quitting the lake.

Chi-kiang.—The town of Chi-kiang stands on the right bank. A battlemented wall runs round three sides of it—that on the river-side, with a large portion of the suburbs, having been laid in ruins by an unusual rise of the river in 1860. The scenery in this part of the river is very fine, and the change most refreshing after the flat country below Yang-chi.

Itu (hien) Chin-kiang River.—Itu (hien), the next town reached, is also walled: it stands on the right bank at the junction of the river Chin-kiang with the Yang-tsze. A range of hills runs to the east, while to the west mountains rise to a considerable height. The sand-flats in the bed of the river are not so numerous as lower down: the banks become clayey and gravelly, while in some places rocks of conglomerate stand out from the shore. Soon after leaving Itu, the course is between vertical cliffs of conglomerate, and the river narrows to 490 yards, from an average of 800 or 900. Reed and rubbish left on bushes and in crevices of the rocks show the rise of the river during the floods to be occasionally 60 or 70 feet above its level in the end of March. Last year it was unusually high. Its rise in June is probably from 40 to 50 feet higher than in the cold months: this will not appear so much when it is considered that the river is here only 50 yards more than a quarter of a mile in width, and at Han-kow, where it is fully a mile, the rise in June was ascertained to be 27 feet, the river being even then rising.

The hills below I-chang are immense masses of conglomerate, not in continued ranges, but standing sometimes singly, sometimes in groups of two or three, and of all sorts of shapes and sizes. Some are flat-topped, others run up into sharp peaks; some are cultivated, while others are too precipitous to hold soil, and on these a few stunted thorny bushes grow. In some are natural caves used as houses and temples; the bases of some are overhung by the tops, and under these, if a stream is at hand, the inhabitants construct huts, merely by building a wall with a doorway from the ground to the rock overhead. From the highest peaks nothing could be seen towards the south, south-west, and west, but confused masses of hills. The valleys are thinly inhabited, and the people we saw looked poor and sickly: they seemed alarmed at our appearance, some taking to flight. Those living near the river suffered severely from the flood of last year, many head of the few cattle they possessed having been destroyed. This year they are said (apparently truly) to be suffering from want of food. Streams of clear water run through the valley, near which the bamboo is extensively cultivated: peaches, pears, cherries, peas, and beans were in blossom, and violets were growing in profusion.

The boats of the lower Yang-tsze ascend no higher than I-chang, and we had here to engage a boat fit for the ascent of the rapids. We anchored for some days off the "Tien-chow" pagoda, a mile below I-chang. The occupation of the men here is principally fishing, the field work being, for the most part, performed by women. Sturgeon (called by the natives "yellow fish") are to be found in this part of the river; porpoises are in great numbers from near the sea until a short distance below the rapids, when they disappear.

I-chang (fu).—The town of I-chang (fu) stands close to the river on the left bank: its position, as ascertained by Capt. Blakiston, is lat. $30^{\circ} 42' 30''$ N., long. $111^{\circ} 29' 0''$ E. It is distant from Shang-hae 950 geographical or about 1100 statute miles; from Han-kow it is 366 geographical or about 420 statute miles. Steam-vessels would find no more difficulty between Yo-chow and I-chang than between Han-kow and Yo-chow. The most easy time to ascend would be when the river is low, as after its rise the whole country below Shishow is so flooded that the banks are not visible, and some difficulty might be found in keeping to the channel.

Most of the trading-junks from Sz'chuan go no farther down the river than I-chang, though many go to Shahsz', and some few to Han-kow. This would be a very advantageous port for trading with the West of China, the difficulties of the navigation above being such as few owners would allow their vessels to risk; at any rate until something more is known of the rapids, and boats of a different construction to any at present in use on the Chinese waters have been built. An immense number of junks were moored along shore when we were at I-chang, and a crowd of them at anchor under the walls on a bank: these latter had on board a number of braves who had been collected to be sent in different directions against the rebels.

To the east and south-east the country is hilly, to the north mountainous. Should this town ever become a trading-port, excellent situations for houses will be found opposite the town on some low hills, and both above and below the town itself on the same side of the river is ample room for building, if it should be thought necessary to have places of business near the native merchants. The town side is not so much raised above the river as that opposite. A mile below the town and at the town itself the river is 940 yards wide in May and June. In the month of March we never found less than $3\frac{1}{2}$ fathoms in any part of the channel between Shahsz' and I-chang. The river begins to rise about the beginning of April, and rises until June: it remains at about the same level until the end of September, and is at its lowest in the month of December, when the water loses its usual red mud-colour and becomes clear. It rose last year about 20 feet above its usual level. Coal is plentiful at no great distance up the

river, but does not appear to be of a very good quality ; it is small and dull looking, and is made into bricks, as in the north, before being used as fuel. Still higher up the river there is a district from which both coal and coke (which is made there) could be brought to I-chang by country boats in eight days. This latter coal seems to be of a superior quality.

On leaving I-chang our course was, for about 3 miles, rather to the east of north, when it turned abruptly to the north-west. From travelling on a wide stream, flowing evenly through a slightly hilly country, we suddenly entered a gorge, varying in width from 150 to 200 yards, the current increasing to 5 and 6 miles an hour, with many strong eddies, telling of rocks below the surface. Our lead-line of 25 fathoms found no bottom except close to the sides : the cliffs rise perpendicularly from the water's edge, in some places overhanging the river to a height of from 500 to 800 feet. Cultivation is extensively carried on in these hills wherever there is a sufficiently level space for soil to rest. Wheat, beans, peas, and different sorts of fruit-trees were in blossom high up on the hill-sides.

Tracking the boats in this part of the river is excessively severe work from the broken nature of the ground. The banks are strewn with masses of rock, and men have to be constantly clearing the line. Above I-chang the boats do not use the sculls in use lower down the river ; in their stead each boat has from 10 to 20 oars, and, to assist the helm, a long oar is worked over the bow by five or six men. The swirls of the current would twist a boat's head round in an instant, if the men were not ready with this oar to force it in the right direction. The tracking-ropes are made of plaited strips of bamboo, and are very light and strong. The sails of the Hou-peh boats are the same as those used lower down the river, but the boats have one mast only : the West-country boats have light square sails of cotton, with a yard and boom of bamboo, on which they roll up when not set. They are not used on a wind, and have not the cross bamboos usual with Chinese sails : they are generally hoisted on sheers.

A very hard limestone is quarried in these gorges close to the water's edge ; holes are cut in the stone, and wedges of soft wood driven in, which, being wetted, swell and split the stone along the line in which they are placed.

About 12 miles above I-chang, at the village of Shantow-pien, the river begins to be obstructed by rapids, that of Pa-tung (sze) being the first met with. When the river is low, many rocks are here above water. In the strong part of the rapid nearly 100 men on the line drew the boat up by inches. Accidents sometimes occur from the towing-line parting. The boats are fended off the rocks by a simple but effective plan : a stout rope is made fast on each

bow, and a spar laid along each gunwale ready for use; but on ordinary occasions the bamboos used for poling in shallow water are made use of. When the boat nears a rock, the pole is projected to meet it, and at the same time two or three turns of one of the ropes made fast to the bow are taken round it. When the pole strikes the rock, the strain is taken by the rope, which, tightening gradually, protects the boat from any shock: these spars can be projected from any part of the boat.

In the gorges of "Lu-kan" and "Mi-tan" the cliffs on both sides rise perpendicularly from the water's edge to a height of nearly 1000 feet. They appear to have been originally one hill split in two by some convulsion of nature: the same marks and strata can be seen on both sides of the river at similar heights. In some places the hills are covered with brown scrub or grass, at a distance resembling heather. Roads are carried across the mountain to the villages in the interior, and are sufficiently good for baggage-animals.

Kwei (chow).—The first town reached above I-chang is Kwei (chow), called Koue on Arrowsmith's map; it is a small walled place on the left bank, containing about 100 houses, and the suburbs about 30. Near the town a good road runs along the river-bank, crossing the ravines on well-constructed stone bridges.

Two miles above Kwei, coal is worked in galleries driven into the hill-sides. This coal does not appear of good quality; it is brought to the surface in small dull-looking lumps. A number of people are employed in breaking it to powder, mixing it with water, and moulding it into bricks for fuel. Boats carry it to I-chang in about six hours.

At the rapid of Yeh (tan), 3 miles above Kwei, the water, in the first week in April, falls about 4 feet in 70 yards, but breaks only near the left bank.

Wu-shan (hien).—The town of Wu-shan (hien) is approached by a long gorge of the same name. About half-way through it are two creeks, one on each side of the river, marking the boundary between Hou-peh and Sz'chuan. That on the right bank is called "Pei-shih," that on the left "Shah-mo-chang." At Wu-shan the poppy is cultivated. On the hills about the town, peaches, apricots, walnuts, the castor-oil plant, hawthorn, honeysuckle, and many wild-flowers grow. A tree called "tung-shu" is extensively cultivated in this part of the Yang-tsze valley. From the nut called tung-tse, an oil used for varnish is expressed; each nut contains three or more kernels, in shape and taste like a small Brazil nut, but very poisonous.

Above Wu-shan the hills recede slightly from the river as far as a gorge, most appropriately named "Fung-siang," or the Wind-box. It averages no more than 80 yards in width; the stream is

strong, but not rapid. The cliffs rise vertically from the water's edge to a great height. At its upper end the hills again recede from the river, and close to a small stream on the left bank stands Kuai-chow (fu).

Kuai-chow (fu).—Kuai-chow (fu) is distant from Shang-hae 1028 geographical, or nearly 1200 statute miles; it is 444 geographical miles from Han-kow, and 78 above I-chang. There appeared no signs of trade in the town, and few boats were lying near it.

Between I-chang and Kuai-chow the navigation would be difficult and dangerous. When the river is high, small, powerful steamers of light draught might ascend the rapids, but the safest plan would possibly be to tow them up. Of these rapids there are eight, though some are called so merely from the water running rapidly over a shallow near one shore; while near the other the stream is deep and still, running, perhaps, 7 miles an hour. The largest country-boats ascending are about 120 feet long, by 15 broad; drawing, when loaded, under 3 feet. They come down without difficulty, merely by keeping in midstream, the channel being apparently free from obstructions; and should the commerce of the Upper Yang-tsze present sufficient advantages to compensate for the risk attending the navigation of this part of the river, steamers will doubtless be taken up and down in safety. It is difficult for a military officer to give an opinion on such a subject, but the obstacles appear to me by no means insuperable. At a short distance from the shore the water is deep, and the object of having vessels of light draught is to enable them to come close to the side, and to prevent the current from taking so much hold of them. Any number of hands are always procurable at the rapids; men living there whose business it is to assist boats on their way up, and among whom good pilots would certainly be found. It would not be easy to anchor in all places, on account of the rocky nature of the bottom and the depth of water, but many sandy bays are to be found where a vessel would lie snugly.

Land-route to Ching-tu.—The road from Kuai-chow to Ching-tu was reported impracticable for baggage-animals; the regular road strikes across from Wan, a town a short distance up the river. The authorities at Kuai-chow had heard of the existence of a treaty between England and China, but had never seen a copy: the Prefect was supplied with one by us.

Mexican dollars had been readily taken on the river as far as I-chang, at 1000 cash each. At Kuai-chow, having no more dollars, Sycee silver was exchanged at 1720 cash per tael; but the Sz'chuan, Han-kow, and Shang-hae weights differ in the following proportions:—100 Sz'chuan taels = 101·6 Shang-hae taels; 100 Sz'chuan taels = 102·48 Han-kow taels.

Wan was said to be 360 li, or about 110 miles, above Kuai-chow.

In this part of the country a day's march, whatever its actual distance, is called 100 li; and the li may therefore be taken as a measure of time, rather than of distance. In this instance we were rather over 3 days in reaching Wan, but the distance is under 60 miles.

Between Kuai-chow and Wan the river is nowhere less than 150 yards in breadth. There are some rapids, but none so strong as those in the gorges below Kuai-chow; there are also rocks and reefs, but plenty of water in the channel. The hills recede much from the river, and are not so high as those lower down. The poppy is cultivated, the opium being collected during April and May. The seed-pods of the Sz'chuan poppy are quite as large, and in many places larger, than any I have seen in India. The specimens of opium brought down have been pronounced good, and the quantity produced in the province is so great that it may well interfere with the foreign market.

Shortly before reaching Wan are some flats of sand and shingle, on which gold is washed for; but the quantity produced is small, and none but those who can find no other occupation are employed in the work.

Wan (hien).—The town of Wan (hien) stands on the left bank. It is a small walled place; the shops are well supplied, and the inhabitants well off. Coal, sulphur, ginger, sugar-cane, spices, and blue cotton-prints were exposed for sale. The hills about the town are well watered, and produce, besides the poppy, tobacco, peas, beans, wheat, and barley; rice and cotton follow later in the season. The tungshu-tree is also much cultivated.

Numbers of soldiers were on their way up the river towards the West, and we found here a Tartar general, to whom the Viceroy of Hou-peh had given us letters: he was civil and attentive. All along our route we had heard that Sz'chuan was in an unsettled state, and the General confirmed the report. He had come to Wan to make dispositions of troops, and, having done this, was hastening from the rebel proximity. He reported the insurgents to be in possession of many towns between Wan and Ching-tu, and the land-route to be impassable on that account. He said the people had been so plundered themselves, that they had taken to robbery as a means of existence; and that it would be impossible to obtain carriage, as no one would be induced to venture into the disturbed districts. The Prefect, whom we afterwards visited, told the same story, and recommended our going by water to Chung-king, which we were obliged to do. He had copies of the treaty, which he called that of Prince Kung: it was not seen posted anywhere.

About 6 miles above Wan the ranges of hills become less rugged, the river being about half a mile wide; farther on gold

is washed for on the shingly flats. The river is bordered by many precipitous rocks, but they do not rise from the water's edge.

Hu-lin Native Christians.—At the village of Hu-lin we found some native Roman Catholics. They appeared delighted to see that foreigners were travelling about the country without even disguising their dress, and with no attempt at concealment; they complained that the authorities treated them badly, and that not long since they had raised a mob on them, who had burnt and plundered their chapel. Our arrival was made the occasion of a general holiday; we were invited to a feast, and salutes and crackers fired in our honour.

Before reaching the town of Chung-hien the river is tortuous, varying in breadth from 200 yards to three-quarters of a mile. In the narrow part the stream is strong, but in the channel is nowhere broken into rapids. About 25 miles above Chung are many rocks in the river, some of which in the middle of April are about 5 feet above water, others just visible, and probably others hidden; later in the season these would all be covered, and the navigation would be difficult without a good pilot. Men who know the river well are to be found in all the towns. The crags by the river-side and the hills would afford marks by which a pilot would know his situation.

Above Wan, with wheat, barley, and peas, the poppy and tobacco were everywhere seen. At an island named "St. George's Island," from the day on which we passed it, the island itself and the whole surrounding country, to the tops of the highest hills, were covered with it; and from this place to Chung-king, a distance of about 76 miles, with the exception of a few patches of wheat and tobacco near the villages, nothing but poppy was grown as far as could be seen on both sides of the river. The crop is over by the end of May, and is immediately followed by sugar-cane, Indian corn, and cotton. In the poppy districts rice was growing only near the villages.

From the entrance to the gorges above I-chang, the scenery is very grand; here the appearance of the country is very fine, though not so imposing as below Kuai-chow. The villages and their inhabitants were, when we saw them, very superior to those lower down the river, though they would present the same wretched appearance after a visit from the rebels. The dress of the people is the same, but they look better off, and the farmhouses and others are better built. They stand among clumps of bamboos and fruit-trees; each detached house having its own garden, surrounded by a fence. There is a greater appearance of comfort here than in any part of China I have seen, but the universal reservoirs of liquid-manure forbid a close inspection.

Kung-tan-ho.—At the town of Fu (chow), on the right bank,

the river Kung-tan-ho falls in. It is said by the boatmen to be navigable for some distance above its mouth, and to be one of the routes by which traffic is carried on between Canton and the west of Sz'chuan. Redoubts of masonry have been built on four high peaks near its mouth.

Below the town of Chang-show (hien), on the left bank, a small clear river joins the Yang-tsze; near its mouth are many rocks, reefs, and shoals, but deep water is found near the right bank.

In all the districts above Chang-show the country people have banded themselves together against the rebels. The rebels in the West all go by the name of "Tu-feh," or local robbers, and are in no way connected with the "Tai-pings" of Nankin. They are both called "Chang-mao," or Long-hairs; but the Tu-feh cut off the queue, which the Tai-pings retain, in case of falling into the hands of the mandarins.

Limin.—A narrow gorge leads round a bend of the river to Limin, a walled town on the left bank, separated only from Chung-king by the river Ho-tow, or Ho-kiang. Along the whole front of both these towns and in the Ho-tow river, numbers of both large and small junks were either at anchor or moving about. There was every sign of a great amount of business being carried on.

Chung-king (fu).—Chung-king (fu) is most admirably situated for a trading-port, being at the mouth of the Ho-tow, coming from the north of Sz'chuan. About 120 miles farther up the Yang-tsze the river Fusung falls in also from the north; 80 miles above this the Min (ho), coming from the north, joins at Su-chow, the river being connected with Ching-tu (fu), the capital of the province, by a canal. The Ho-tow is navigable for large junks as far up as the town of Chun-king, and probably higher when the river rises. Articles of merchandise, such as silk, wax, and hemp, come principally from the districts near Kia-ding, on the Min, from which place they are shipped. These districts are now in the hands of the rebels, Kia-ding being their headquarters, so that trade with that side of the country is at a standstill. The great objection to Chung-king as a port open to foreigners is the state of the river between it and I-chang. Above Kuai-chow the navigation is comparatively easy, but 80 miles of dangerous ground would have to be passed above I-chang. From Kuai-chow to Ping-shan, properly constructed river-steamers could easily ascend; but as no trade is at any time carried on above Su-chow, there would be little inducement to go beyond that town. Chung-king is the *dépôt* for the whole commerce of the West, and is the largest and most flourishing city in the West, being of greater extent and population than the capital of the province. None of the buildings have the tumbledown appearance so common in many Chinese towns. A stone wall, said to have 18 gates, surrounds it; it is built close to

the river. Opposite the town, on the right bank, is an extensive shoal of shingle, but good anchorage would be found near the walls and in the Ho-tow. Captain Blakiston's observations place the "Tai-ping mun," one of the water-gates, in lat. $29^{\circ} 33' 8''$ N., long. $106^{\circ} 50'$ E. It contains, according to the statement of some French missionaries resident here, a population of 200,000, of whom between 2000 and 3000 are Christians, and 500 families Mussulmans. In Ching-tu there are said to be 1000 Mussulman families.

The Toutai of Chung-king was not inclined to be civil, and the French missionaries warned us that the soldiers intended to murder us. A very sharp letter was sent to the Toutai, in which he was warned that the responsibility would rest with him if any Chinese lost their lives, which they would most assuredly do if they attempted to molest us; after this he became very civil, and we were received at his yaman with all honour. The soldiers had to be shown that they could not insult every one with impunity, but we were fortunately not obliged to use our firearms.

Besides the three rivers already alluded to by which merchandise is brought to the Yang-tsze, several small ones come in from the province of Kwei-chow; but of these I am unable to give any information.

The following statistics of the trade of Chung-king are from the information of a Chinese merchant:—

EXPORTS.

		Taels.
Raw silk	per catty,	2'4'4
White insect-wax	"	0'3'1
Ditto before the time of the rebels	"	0'2'8
Bees' wax (scarce)	"	0'2'5
Hemp (for grass cloth)	"	0'0'9
Medicinal drugs, price unknown.		
Hung-qua (safflower) for dyeing, price unknown.		
Rhubarb (bad)	"	0'1'3
Sieh (tin or spelter)	"	0'2'8
Lead (from Yun.nan)	"	0'1'0
Salt	"	0'0'3
Sugar	"	0'0'5
Tobacco	"	0'0'7

Copper is brought from Yun-nan, and iron from the district of Lan-shwan-hien 300 li to the S.E.

[*Note.*—The metals from Yun-nan are re-exported to the Eastern Provinces.]

Coal (best quality) not much exported	per picul,	Cash.
Silver	per tael,	300
Gold	"	Taels.
Rice (said to be little exported)	per picul,	16'0'0
		2'5'0

(The above were given as wholesale prices.)

				Cash.
The freight on silks, drugs, &c., from				
Chung-king to I-chang is	per picul,			1·0·0
On coarser articles	"			0·3·0
The duty on silk was believed by the				
informant to be	"			3·0·0

Silk embroidery is worked in the town, and a coarse silk manufactured.

The following list is of specimens purchased in Hung-king, and their wholesale prices, as given by a native writer attached to the party, are set down opposite each :—

				Cash.
Opium	per tael,			380
Insect-wax	per catty,			400
Sieh (tin or spelter)	"			390
Copper	"			240
				Taels.
Rhubarb	per picul,			8·0·0
Chuan-pè-ma (a drug)	"			75·0·0
Hung-qua (safflower)	"			32·0·0

Coal and limestone are brought in considerable quantities along the great Eastern road, and across the river by a ferry to the Taiping gate; this is carried up the hills by a flight of stone steps six feet wide; the road for some miles inland is paved.

IMPORTS.

				Taels.
Tea (best quality) from Hou-nan ..	per picul,			50·0·0
Ditto (No. 2)	"			16·0·0
Ditto (inferior) grown in Sz'chuan ..	"			3·3·4

Freight from I-chang to Chung-king is less than from Chung-king to I-chang. Foreign goods are now brought from Canton *viâ* the Tung-ting lake; before Su-chow in Kiang-su was taken by the rebels, the route was from that town *viâ* the Yang-tsze.

The following is a list of foreign cloth goods imported from Canton. The figures prefixed to the colours signify the proportion in which each is in demand, 1000 being the maximum; the Chinese names are in parentheses.

Foreign Cloths.

(Piki) Long Ells.

				Taels.
1000 Scarlet	per piece,			11·0·0
150 Dark-blue	"			9·8·0
150 Light-blue	"			8·8·0
100 Black	"			8·0·0
80 Green	"			10·5·0
50 Foreign-blue	"			10·0·0

(Yu-mäü) Dutch Camlet.

100 Dark-blue	per piece,			30·0·0
80 Sky-blue	"			28·0·0
10 Black	"			19·0·0
10 Scarlet	"			27·0·0
10 Foreign-blue	"			25·0·0
5 Green	"			22·0·0
5 Pale-yellow	"			25·0·0

SAREL's Notes on the Yang-tsze-Kiang,

(Yu-sho) English Camlet.

						Taels.
100	Dark-blue	..	..	..	per piece,	28'0'0
80	Sky-blue	..	..	..	"	18'7'2
10	Black	..	..	..	"	17'4'0
10	Scarlet	..	..	..	"	25'3'0
10	Foreign-blue	..	..	..	"	23'3'0
5	Green	..	..	..	"	19'8'0
5	Pale-yellow	..	..	..	"	23'5'0

(Ki-tow) Fine Cloth.

100	Dark-blue	..	..	..	per piece,	10'3'0
60	Sky-blue	..	..	..	"	10'2'0
10	Scarlet	..	..	..	"	10'2'0
10	Foreign-blue	..	..	..	"	10'2'0
5	Brown	..	..	..	"	10'1'0
5	Black	..	..	..	"	10'1'0

(Ma-kien) Common Cloth.

100	Dark-blue	..	..	..	per piece,	10'4'0
50	Sky-blue	..	..	..	"	10'3'0
10	Scarlet	..	..	..	"	10'3'0
10	Foreign-blue	..	..	..	"	10'3'0
5	Brown	"	10'2'0
5	Black	"	10'2'0

(I-cho-ni) Broadcloth.

20	Black alone used	per piece,	20'0'0
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(Yu-ling) Lastings.

20	Dark-blue	per piece,	16'0'0
100	Sky-blue	"	17'0'0
100	Foreign-blue	"	17'0'0
20	Black	..	..	..	"	15'0'0

Cotton Goods (packed in boxes of 20 pieces).

						Taels.
White prints	..	..	..	..	per piece,	3'7'0
Coloured ditto	..	..	..	..	"	4'8'0
Checks	..	..	..	..	"	4'4'0
White calico	(1st quality)	..	..	..	"	3'6'0
"	(2nd quality)	..	..	..	"	3'4'0
"	(unbleached)	..	..	..	"	3'3'0
Printed chintz	..	..	..	..	"	2'5'0

Sundries.

						Taels.
Brass buttons	..	..	..	..	per gross,	3'2'0
Telescopes	..	..	..	..	each about,	10'0'0
Pistols	..	..	..	..	"	4'0'0

No carriage was procurable at Chung-king, the country between it and Ching-tu being full of rebels; so we had to proceed by water to Su-chow.

Kiang-tsze (hien).—The first town reached above Chung-king is Kiang-tsze (hien). The current runs about 4 miles an hour, and rapids occur. The river, from passing through such a hilly

country as the province of Sz'chuan, is liable to sudden freshes, every thunderstorm in the hills pouring a large body of water into it; it falls nearly as rapidly as it rises. Flats of shingle are washed for gold, as below Chung-king. Coke is used for fuel, and coal and limestone are dug near the village of Yo-chi.

Above Chung-king none of the boats use sails, and dispense with the steering oar used for assisting the helm in the rapids. Boats with salt and merchandise were continually passing down, and bales of cotton being carried up on rafts formed of bamboos; a number of oil-boats were also passing down.

Above Chung-king the poppy crop was over, and sugar-cane and Indian corn were being planted in its stead, at the same time that rice was taking the place of wheat and barley. Buffaloes (many of a pink colour) are the only animals used in farming operations.

Ho-kiang (hien).—At the town of Ho-kiang (hien) a small river, called Zhun-huei or Chi-shui, rising in the province of Kwei-chow, falls into the Yang-tsze. In this district the safflower is extensively cultivated, and a species of hemp is grown both here and at Chung-king.

Lu (chow).—The river Fu-sung joins the Yang-tsze at Lu (chow) (called Che-li-leou on some maps). This river passes about 30 miles to the east of Ching-tu, and, at the time we passed, the country through which it flows was held by the rebels. It is one of the roads to Ching-tu. At Lu, a great number of spars, apparently of fir, were stacked.

Na-chi (hien).—At the town of Na-chi (hien), the appearance of the farmhouses and villages changes for the worse; the people look poor, forming a great contrast to those a short distance below. This district was visited last year by the rebels, which may account for the wretched appearance of the inhabitants. The river Yun-lin here falls in from the south. Below Na-chi several reefs and shoals occur in the river, but the channel appears clear, and there is plenty of water. The breadth of the stream opposite Na-chi is 660 yards.

Kiang-an (hien).—The river An-lui-kiow, flowing from the south, falls into the Yang-tsze at the town of Kiang-an (hien). The country is hilly, the hills well watered, and extensively cultivated with rice. The people were in a great state of alarm about the rebels; on the hills many new redoubts had been constructed, and men were on outpost duty on the river in boats.

Nanki (hien), Li-chuan-pa.—From the town of Nanki (hien), hills can be seen in the interior rising to a great height. A short distance above Li-chuan-pa, a small town, coal is worked.

Su-chow.—Su-chow is a large town on the left of the Yang-tsze and right of the Min-kiang, which here falls in from the north. It is at all seasons navigable for large junks as far as Kia-ding, a town about

100 miles from its mouth; and when the water is high, up to Ching-tu, a canal having been cut from the river to the town. When the water is low, the communication above Kia-ding is kept up by means of small boats.

The navigation of the Yang-tsze from Chung-king to Su-chow would not be difficult for steam-vessels; there are rocks in places, but seldom under 8 fathoms water in the channel, and near the sides rarely under 3. The average rate of the stream in this part of the river is perhaps $5\frac{1}{2}$ miles an hour.

Su-chow (fu).—Su-chow (fu) is a large town, at which in quiet times a large amount of trade is probably carried on. A great number of junks were waiting here, in the hope that the banks of the Min river might be deserted by the rebels, so as to enable them to proceed to Ching-tu or Kia-ding, which place was held by them. They were said to have detached parties much nearer Su-chow, and to be robbing and murdering every one they could lay hands on; headless bodies, with their hands tied behind their backs, floating down the Min at all hours, plainly showed that there was some truth in the stories we had heard on our way up. The gates of the town were closed, and there were no means of ingress or egress but by a rope over the walls. A strong garrison of braves from Sz'chuan and Yu-nan were quartered outside the city, and fighting among themselves. An engagement took place between them during our stay, and the Yu-nan party had to be removed by the authorities. On our return they attacked our boats with stones, but the sight of the rifles, &c., put them to flight. The position of Su-chow, according to Captain Blakiston, is in lat. $28^{\circ} 46' 6''$ N., long. $104^{\circ} 35'$ E.

The products of the neighbouring country are yellow and white silk, insect-wax, bees'-wax, tobacco, honey, coal (220 cash per picul), a small quantity of iron, which is worked close to the town, and green tea. Sycee was worth 1630 cash per tael.

No one could be found to accompany us through the rebel districts to Ching-tu, and we had therefore to ascend the river to Ping-shan, in the hope of being able to get round them. The only traffic above Su-chow is in coal, which is brought down in boats; above Ping-shan no trade at all goes forward.

The country above Su-chow is very mountainous, and the river decreases in width; its average is about 200 yards. Twenty miles above the town it runs through a district in which coal is extensively worked, being dug out in galleries high up on the hill-sides, and sent down in baskets sliding on stout ropes of bamboo, a full basket drawing up an empty one; these galleries are often at such a height that a half-way stage is necessary. This coal district extends for 17 or 18 miles along both sides of the river. The coal

appeared to be of a superior quality to any seen below; it was brought out in large and bright lumps. In every place where coal was seen the rock was sandstone, and where washed by water was jet black and polished. Boats would carry coal from this district to Han-kow in 20 days, to I-chang in 10. Many men here have brown hair; this is not seen lower down the river.

Above Su-chow the geographical name of the Yang-tsze is the "Kin-cha-Kiang," or River of Gold; it is called by the boatmen merely the Yu-nan River. Nothing could be learnt about it above Ping-shan, but there are said to be falls at a distance of 100 li above. Our boatmen and captain refused to go farther, and would not proceed beyond Su-chow until we promised to take them no farther than Ping-shan.

Ping-shan.—Ping-shan, a small walled town on the left bank, is the farthest point to which we ascended. No Europeans, as far as is known, have ever reached this point before us. The walls have lately been put in a state of repair, and strengthened on the landward side by traverses constructed on the banquette, as the hills close to them completely command them and expose them to an enfilading fire. The prefect was here at first very civil, and promised all assistance, but said the rebels were in the neighbourhood and that we had better leave the place. The townspeople closed the gates and fired on us from the walls, but no bullets came anywhere near us, and, finding we remained quiet, they discontinued. That same night the rebels attacked the town; the walls were illuminated, and every man of the attacking party carried a lantern. The fighting did not appear to be very severe, being confined to distant firing and shouting.

Except for purposes of exploration there is nothing to bring a steam-vessel beyond Su-chow; the river is navigable as far as Ping-shan, with the exception of the 80 miles between I-chang and Quai-chow, and even that may be practicable. Above Ping-shan I can give no information about the river; but from the tops of the highest hills near the town nothing can be seen but high hills towards the west.

Maoutse.—From this point we were compelled to turn back, no one being willing, for any amount of pay, to venture into a district overrun by rebels. No boats ascend the river beyond Ping-shan, so that we were unable to visit the country of the Maoutse, or independent tribes, which is near Ping-shan to the west. A chief of these tribes, with some of his followers, paid us a visit, and were very friendly; we exchanged presents of knives and wine. They are a totally different looking race to the Chinese; their faces being open and honest, which the Chinese certainly are not. Some had the head clean shaved, others let their hair grow, and

one only had a queue. The weather was warm, and their dress consisted only of a coarse white cotton jacket, drawers, and grass sandals; their turbans were of blue cotton, twisted into a knot above the forehead. They called themselves "Huh-I" or "I-jin," black barbarians or foreigners, and repeatedly said they were not civilised men. They were very curious, and inspected everything in the cabins narrowly, but were perfectly well behaved; the chief spoke a little Chinese, but none of his followers could make themselves understood. We were considered by the people to be in some way connected with these people, and were called by them "White Maoutse." None of the Maoutse could read or write; they possess horses and cattle in their own country; they said their only crop was Indian corn. The chief said, if we came to his country there would be no difficulty about carriage, but we should have a mountainous country to cross before reaching it, and there was no possibility of procuring carriage at Ping-shan; he said that travellers would be plundered by the tribes, unless under the protection of a chief. It was impossible to make out the limits of their country, but its western boundary cannot be far from the frontiers of Burmah and Assam.

The country round Ping-shan is hilly and fertile. Silk is produced in considerable quantities; Indian corn, rice, sugar-cane, and turmeric are cultivated on the hills, and the cactus grows to a large size; water-snakes and eels caught in the rice-fields are eaten by the boatmen and villagers.

The boundary of Yu-nan is passed just below Ping-shan, though we could not clearly ascertain where; the country on the south bank of the river opposite the town was said by the prefect to be in that province.

Capabilities of the Country.—On both sides of the river, the whole way from Yo-chow, and even from Han-kow to Ping-shan, the country is destitute of cattle, with the exception of a few sheep and goats at Yo-chow and goats in some places; buffaloes and ponies were seen at times, but their number is small, nor does the country appear thickly populated. Should an expedition, hostile or otherwise, ever ascend the river, the whole of their supplies would have to be carried with them. A few fowls, eggs, fish, and a considerable amount of flour, salt, and vegetables would be procurable; the towns would accommodate a large number of men, but few places are fit for encamping, the ground near the towns being covered with grave-mounds; the hills above Han-kow have been before alluded to. The people generally burn charcoal, except in the coal districts. Firewood is grubbed up about the country and brought in boats to the towns; there would be difficulty in obtaining it in large quantities.

The people are, wherever we met them, a quiet, inoffensive race; but as the rebels increase in numbers, they find it necessary to combine for their own safety, the Government giving them no aid. In fact, whenever the Imperialist troops are in the field against the insurgents, the people are worse off than when left to protect themselves, being plundered by both parties. In the districts above Chang (show) hien they are keeping the rebels off, and have outposts on the river, lookout stations on the highest hills, and redoubts in the most defensible situations. No artillery larger than a jingall is used in this hilly country, and it is only necessary to construct the redoubts so that they may be safe from escalade. If the Chinese Government had the least energy, the rebels would have no chance to establish themselves in a country where the popular feeling is so strong in favour of law and order; but should the present state of affairs continue much longer, the feeling of the population will probably undergo a change. Finding the Government powerless to protect them, they will lose their respect for it, and the habit of carrying arms will make them less likely than formerly to submit to the exactions of the authorities. Being by nature industrious and peaceable, they are the people of all others likely to make good and loyal subjects to a government strong enough to ensure them peace and quietness. Many of the rebels have become so either from necessity or compulsion, and would gladly embrace an opportunity of returning to a quiet life: among them would doubtless be found men who, with officers in whom they could trust, would make first-rate soldiers.

The rebels in the West have no connexion with the Tai-pings, but have sprung from bands of robbers, doubtless encouraged by the weakness or want of energy of the Government; the provinces of Sz'chuan and Yu-nan have always been in an unsettled state, being infested by numerous bands of robbers. About two years ago, four of their leaders, by name "Lan-ta-shun," "Li-chwan-tata," "Chang-u-mats," and "Mou-san-chow," collected larger numbers of men than usual, and, uniting their forces, have since that time set the Government at defiance; at the present time they occupy a large portion of the province of Sz'chuan, and are said to have burnt the suburbs of the capital, Ching-tu (fu), and to be besieging the city. These bands first became formidable in the ninth year of the reign of the present Emperor, "Heen-Fung." On the authority of a mandarin who commanded our Chinese escort, they are now occupying the following towns in Sz'chuan between Wan (hien) and Ching-tu:—Ping-chi, She-kung, Chung-kiang, and Shun-king; between Chung-king and Ching-tu:—Ho (chow), Ting-yuen, Mien (chow), Nan-ching, and Si-chung; between Lu (chow) and Ching-tu;—Niu-fu-tu, King-yen, and We-

yuen; between Su-chow and Ching-tu:—Kia-ding, Kien-we, Yow-ku-tu, Kioh-kih, Manien-chang, and Utung-kiow. The sons of a moulvee at Chung-king gave the following as the names of places occupied by them in Sz'chuan:—Mé (chow), Sintu, Mien (chow), Kin-shu (hien), Pun-shan (hien), Kien (chow), Kwan (hien), Ho (chow), Ting-yuen, and Sueling (hien); several names in the two lists corroborate each statement. From a Chinese map in the possession of the prefect of Ping-shan many places to the west of any of the above-named either had been or were at the time in the hands of the rebels; after getting all they can out of one town, they often leave it and move to another.

Part of the Mussulman population of Yu-nan is also in insurrection, under the leadership of a Hadji, by name "Ma Yussu;" his headquarters are at Ta-lif (foo), in the west of the province, and on the high road leading from the Burmese frontier to Yu-nan, the capital of the province, and to Ching-tu (fu), the capital of Sz'chuan.

China, to the south and west, may be said to be out of the hands of the Government; though the mandarins still govern some towns and districts, they are ready to take to flight on the first attack of the rebels. The military commandant of Ping-shan was reported to have done so with his garrison as soon as the town was attacked, and was considered to have acted quite properly. As far as the safety of the town was concerned, he did, no doubt, the best thing possible; for the rebels would, in all probability, have been admitted by some of the soldiers.

Trade is in the West almost at a standstill, and it would seem of little use to open ports up the river for trade with that part of the country until the rebels have been put down. I-chang is the only place at present where trade might be carried on with advantage, and the prospect of it might assist in settling the western provinces; the rebels there are not the same fanatical savages that the Tai-pings are; they do not destroy for the sake of destroying only, though in attacking a town they will burn buildings that interfere with their operations. Many of these men would undoubtedly be glad of a chance to escape from their present life, and the opening of trade with the foreigners would give them an opportunity of doing so.

A body of the Tai-pings, under a leader called "Shih-ta-kai," is said to be in the province of Kwei-chow, and this seems to be the most westerly point to which they have penetrated. On our way down the river we found a large Imperialist camp at Yo-chow, from which the rebels were said to be 180 li distant. They were also reported to be 30 li from King-kow, a town on the right bank a short distance above Han-kow; but until the floods subside

they cannot move much about the country in the vicinity of the river.

The mandarins, as far as we could see, threw no obstacles in the way of our expedition. Excepting at Chung-king, we were everywhere most civilly received; the authorities were curious to know what we were really about; the mandarins and soldiers sent with us, though ostensibly a guard of honour, were more probably for the purpose of reporting on our proceedings; and it is probably well known, long before this, at Peking, that the river has been surveyed and soundings taken as far as Ping-shan. I attribute our failure to penetrate into Tibet to no hostility on the part of the authorities, but to the impossibility of obtaining people to accompany us through a country where they had a very good chance of having their throats cut. The viceroy of Sz'chuan is the governor of Tibet, and is said to be well affected towards foreigners; he is a brother of the new Minister for Foreign Affairs at Peking, and resides at Ching-tu.

Overland Route through Burmah.—Some time back there was some talk of attempting a route into Western China by Burmah, but the Yang-tsze seems to me to be the preferable route in every way: it is most likely navigable for country boats a long way above Ping-shan, and the conveyance of goods by land across such a hilly country as Yu-nan would be difficult and expensive.

As we descended, we found the river very much risen since we passed up. In the gorges below Kwei-chow the rapids had almost disappeared; two bad places occurred below Shan-tow-pien, but no others. The stream ran, except in these places, 6 and 7 miles an hour.

Below Shi-show the river-banks were much flooded, and it would be difficult, when the river is high, for ships to keep in the channel, there being nothing to mark the bank. Looking towards the Tung-ting lake there was a clear horizon, the view being broken only by trees and half-submerged villages standing out of the water.

I regret being unable to add more to the very slight knowledge possessed of the Interior and West of China. Whenever the rebels are put down, and not till then, a great amount of trade ought to be carried on with the West, and our knowledge of this most interesting country will increase. Under a good government the Chinese may become as fine a nation as any under the sun; but, as far at least as the West is concerned, we must for the present rest satisfied with the little that is known of them.

REGISTER OF THERMOMETER.

Date.	Sunrise.	8 A.M.	Noon.	8 P.M.	REMARKS.
March 17	53	53	53·5	53·5	Cloudy with rain.
„ 18	50	54	..	55·5	Foggy and sultry.
„ 19	49·5	56	64	59	Heavy dew, fine.
„ 20	57	57	57	54	Cloudy with rain.
„ 21	48·5	52	58	52·5	Cloudy.
„ 22	47	51	..	52·5	Cloudy and clear.
„ 23	48·5	56	63	57	Cloudy.
„ 24	54	58	65	62·5	Cloudy.
„ 25	59·5	59	58	50	Overcast, rain.
„ 26	..	46	50·5	48·5	Thick with rain.
„ 27	46	47·5	53	54	Overcast.
„ 28	50	54	66	59	Clouded over.
„ 29	54·5	55·5	57·5	58·5	Cloudy with rain.
„ 30	47	48·5	53	52	Cloudy with rain.
„ 31	49·5	51	57	55·5	Clouded over.
April 1	55	58·5	68	65	Clear and cloudy.
„ 2	47	53·5	67	58·5	Misty and cloudy.
„ 3	60	64	..	62·5	Cloudy.
„ 4	60	62·5	69·5	63	Clouded over.
„ 5	58·5	..	61	62	Overcast and rain.
„ 6	59	58	..	59·5	Cloudy with rain.
„ 7	58	60·5	68	60	Cloudy with rain.
„ 8	56	63·5	70	68	Cloudy.
„ 9	59	..	71·5	74	Cloudy.
„ 10	64	63·5	65	66	Cloudy with rain.
„ 11	64	65	70·5	69	Clouded over.
„ 12	..	65·5	64·5	63·5	Cloudy with showers.
„ 13	..	62·5	62	58·5	Cloudy with rain.
„ 14	56	59·5	67·5	..	Clear and cloudy.
„ 15	57·7	62·5	71·5	61·5	Cloudy and clear.
„ 16	56	64	71	68	Cloudy.
„ 17	60	63	71	65·5	Foggy and hazy.
„ 18	62·5	66·5	71·5	66	Hazy and thunder-clouds.
„ 19	62	66	76	70	Cloudy and hazy.
„ 20	65	70	77·5	76	Overcast and hazy.
„ 21	71	73	79	68·5	Cloudy with rain.
„ 22	66	68	72	68	Cloudy, heavy rain.
„ 23	65	67	74·5	73	Foggy and clear.
„ 24	64	68	82	75	Clear.
„ 25	66·5	72	86·5	78·5	Clear.
„ 26	71·5	76	88	87·5	Cloudy and clear.
„ 27	76	83	88·5	71	Cloudy with rain.
„ 28	70	71	80	74	Rain and clear.
„ 29	68	71	73·5	67·5	Rain and overcast.
„ 30	66	68	..	73·5	Cloudy and clear.
May 1	67	69	80·5	..	Clear and hazy.
„ 2	68·5	73·5	81	76	Clear.
„ 3	69	77	92·5	78·5	Clear, oppressive.
„ 4	73·5	79	88·5	81	Clear, oppressive.
„ 5	74·5	80·5	90	84	Cloudy, raining, very oppressive, lightning to S.W. and N.W.
„ 6	77·5	79	85	80	Cloudy.
„ 7	74	77·5	84·5	73·5	Cloudy, thunderstorm.
„ 8	74	72	67·5	67·5	Cloudy, heavy rain.
„ 9	..	69	77·5	71	Rain, cloudy.
„ 10	68·5	68·5	69·5	67	Overcast, rain.

REGISTER OF THERMOMETER—*continued.*

Date.	Sunrise.	8 A.M.	Noon.	8 P.M.	REMARKS.
May 11	68	73	79	76	Cloudy with fresh wind from N. to E., with heavy rain and thunder at night.
„ 12	70	63·5	65	64	Steady and heavy rain.
„ 13	65	69	74	68	Clouded over.
„ 14	63	64	67	67	Thick and cloudy.
„ 15	63	64·5	..	67	Rain and cloudy.
„ 16	65·5	68·5	77·5	70	Overcast, cloudy.
„ 17	70	73	82·5	73	Cloudy.
„ 18	69	..	84	80	Cloudy and hazy.
„ 19	73	..	..	82·5	Light clouds.
„ 20	73·5	74	78	68·5	Cloudy and showery.
„ 21	69·5	76	78	76	Cloudy.
„ 22	70	72·5	79·5	78	Cloudy.
„ 23	74	80	86·5	83·5	Cloudy.
„ 24	78·5	81	90	71·5	Cloudy with rain.
„ 25	..	71	79	74·5	Rain and cloudy.
„ 26	70·5	78	84·5	76	Overcast, strong rain.
„ 27	72	74	77·5	70	Overcast, strong rain.
„ 28	71	76·5	84·5	77·5	Clouded over.
„ 29	..	71	81·5	77	Heavy rain, cloudy.
„ 30	..	73·5	77·5	74	Cloudy, heavy rain.
„ 31	67·5	69·5	80	73	Cloudy with rain.
June 1	67	72	78·5	73·5	Cloudy.
„ 2	71	76	72·5	71	Steady rain, cloudy.
„ 3	67	69	69·5	69·5	Rain, thick weather.
„ 4	68·5	68	68	67	Incessant rain.
„ 5	67	71	75·5	75	Clouded over.
„ 6	71	73	76·5	74	Foggy and cloudy.
„ 7	69	76	84	76	Hazy and cloudy.
„ 8	72·5	76	83	77	Thick mist, cloudy.
„ 9	75	76	79·5	76	Hazy and cloudy.
„ 10	72	76·5	79	80·5	Cloudy and close.
„ 11	74	77·5	83	72·5	Cloudy, squally from S.W. with thunder, rain all night.
„ 12	71·5	71·5	74	70	Cloudy with rain.
„ 13	68	74	79	75	Clear and cloudy.
„ 14	71	76	86	81	Cloudy (Therm. exposed, 116°, river water 73°).
„ 15	72	75	85	77	Clear, close and sultry.
„ 16	76	81	88	76	Cloudy, thunder.
„ 17	..	81	88	81	Cloudy (after Therm. 90°).
„ 18	75	81	91	82	Cloudy, rain at night.
„ 19	75	82	93	68·5	Cloudy with rain.
„ 20	64	72	70·9	69	Heavy rain, cloudy.
„ 21	..	71	80	72	Cloudy (river water 74°).
„ 22	71	77	91·9	77	Clear and cloudy.
„ 23	76	80	84	79	Clear and cloudy.
„ 24	79	82	85	82	Cloudy.
„ 25	75	76	78	76	Cloudy.
„ 26	76	79	82	80	Cloudy.
„ 27	78	87	81	68	Cloudy with rain, during afternoon strong gale from N.W. to W. by N.
„ 28	60	72	..	..	Cloudy.